



# Lamoille Valley Rail Trail Management Plan

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Public Meeting  
January 25<sup>th</sup>, 2022



# Welcome & Introductions







# THANK YOU to LVRT Champions!

- Vermont Association of Snow Travelers (VAST)
- Friends of the LVRT
- Local Chambers of Commerce and Development Corporations
- Regional Planning Commissions
- Towns along the LVRT
- Businesses along the LVRT
- Many **Volunteers** and **Donors**





# Management Plan Introductions

## ■ Project Team

- **Amy Bell** | VTrans Project Manager
- **Jacqui DeMent** | VTrans
- **David Saladino** | VHB
- **Karen Sentoff** | VHB

## ■ Stakeholder Group

- **Michele Boomhower** | VTrans Director of Policy & Planning
- **Jon Kaplan** | VTrans Bicycle & Pedestrian Program Manager
- **Joel Perrigo** | VTrans LVRT Construction Project Manager
- **Mark Fitzgerald** | VTrans Rail Property Management Section Chief
- **Ken Brown** | Vermont Association of Snow Travelers
- **Dan Delabruere** | VTrans Rail & Aviation Bureau Director
- **Lauren Masseria** | Department of Tourism and Marketing
- **Rob Moore** | Lamoille County Planning Commission
- **David Snedeker** | Northeastern Vermont Development Association
- **Bethany Remmers** | Northwest Regional Planning Commission
- **To Be Determined** | Friends of the Lamoille Valley Rail Trail



# Agenda

- Project Background
- Construction Update
- Existing Conditions
- Management Plan Development Process
- Public Input

# Project Background





# LVRT as a Railway

- Railroad built in 1877
- Under various management over the years
- 1880 - "St. Johnsbury and Lake Champlain Railroad"
- Sustained by transport of freight and passengers
- State purchased in 1973
- Ceased operation in 1994
- Surface Transportation Board approved railbanking of LVRT on February 13, 2004







# LVRT as a Recreational Trail

- Lease with Vermont Association of Snow Travelers (VAST) to begin rehabilitation of corridor (2006)
- **Goal:** Restore as a four-season multi-use recreation and transportation corridor







# LVRT as a Recreational Trail

- **2013-2018:** VAST completed 33 miles of trail
- **2018:** VTrans assumed responsibility for constructing remaining 49 miles
- **July 1, 2022:** Management shifts to VTrans

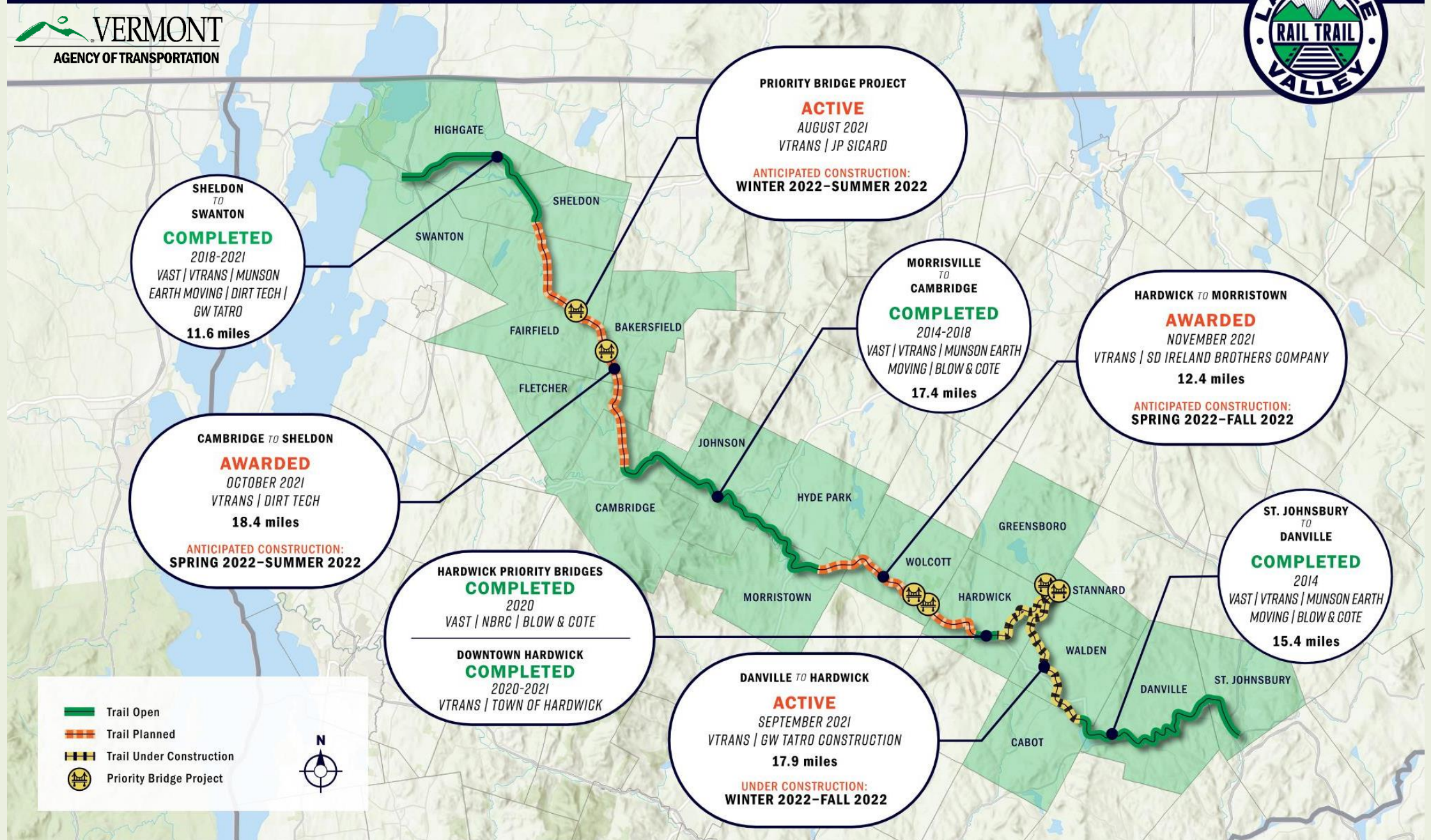


# Construction Update





# Construction Progress to Date







# Trail Construction Update

Projects-Segments	2014	2015	2016	2017	2018	2019	2020	2021	2022
<b>St. Johnsbury TO Danville</b> 15.4 MILES	<b>Completed by VAST/VTrans</b> Munson Earth Moving   Blow & Cote								
<b>Danville TO Hardwick</b> 17.9 MILES						Awarded: GW Tatro Construction, September '21 Under Construction		<b>ACTIVE   VTrans</b>	
<b>Hardwick TO Morristown</b> 12.4 MILES							Awarded: SD Ireland, November '21 Anticipated Construction Spring '22	<b>ACTIVE   VTrans</b>	
<b>Morristown TO Cambridge</b> 17.4 MILES			<b>Completed by VAST/VTrans</b> Munson Earth Moving   Blow & Cote						
<b>Cambridge TO Sheldon</b> 18.4 MILES							Awarded: Dirt Tech Company, October '21 Anticipated Construction Spring '22	<b>ACTIVE   VTrans</b>	
<b>Sheldon TO Sheldon Junction</b> 1.5 MILES					<b>Completed by VAST/VTrans</b> Munson Earth Moving				
<b>Sheldon Junction TO Highgate</b> 6.2 MILES							<b>Completed by VAST/VTrans</b> Dirt Tech		
<b>Highgate TO Swanton</b> 3.9 MILES							<b>Completed by VAST/VTrans</b> GW Tatro		
<b>Priority Bridges Project</b>							Awarded: JP Sicard August '21 Under Construction	<b>ACTIVE   VTrans</b>	



# Trail Construction Update

**LVRT(10)** –Bridge project; Contract awarded to J. P. Sicard, Inc. Removal of abutments and site prep work is underway and will continue through the winter with bridge construction beginning Spring of 2022. Construction contract amount: \$3,472,258.50. Completion date August 31, 2022.

**LVRT(11)** – Sheldon Jct. to Cambridge; Contract awarded to Dirt Tech Company, LLC. Dirt Tech would like to begin stockpiling materials in their yard, however no work is expected to begin until the end of the VAST season. Construction contract amount: \$2,476,651.15. Completion date November 12, 2022.



# Trail Construction Update

**LVRT(12)** – Morrisville to Hardwick; Contract awarded to S. D. Ireland Construction. Pre-Construction Conference held 1/24/22. Some tree clearing and grubbing may begin this winter, but the majority of work is not expected to begin until the end of the VAST season. Construction contract amount: \$6,986,878.50. Completion date November 10, 2022.

**LVRT(13)** – Hardwick to West Danville (Joes Pond); Contract Awarded to G. W. Tatro Construction, Inc. Tree clearing, grubbing, and other preparatory work is underway and will continue through the winter with culvert, cattlepass, bridge, and trail work commencing in Spring of 2022. Construction contract amount: \$2,254,046.00. Completion date November 12, 2022





# Sign Project – LVRT (14)

## What it IS



- Review of best practices from other trail systems throughout the country.
- Recommendations for a cohesive set of off-facility signs including how to find the trail from the State Highway and Local Roads and on-trail signs including mile markers, town lines, and geographic destinations.
- Solicitation of input from RPC's, VAST, VTrans and other important stakeholders.
- Development of plans, specifications and an estimate for this project be bid.

# Sign Project – LVRT (14)



## What it is **NOT**

- Temporary traffic control during construction
- Signs pointing users to individual businesses, services or attractions.
- Interpretive signage detailing features of historic or environmental significance along the trail.



# Sign Project – LVRT (14)

## Timeline

- Complete review, outreach and development of plans, specifications and estimate Fall of 2022.
- Bid for construction Winter 2022/Spring 2023.
- Construction begins Spring 2023.



# Existing Conditions





# LVRT By the Numbers



94.3 Miles of Trail



96 Crossings



53 Bridges



5 Tunnels



525 Culverts



34 Cattlepasses



6 Fishery Accesses



26 Trailheads



29 Historic Sites



1700' Highest Elevation



157' Lowest Elevation



36 Miles Adjacent to Lamoille River



# Connecting Communities

- Once complete, trail will be longest rail trail in New England
- Spans across 5 counties connecting 18 towns
- Provides connections to:
  - Vermont Association of Snow Travelers (VAST)
  - Missisquoi Valley Rail Trail
  - Long Trail
  - Catamount Ski Trail
  - Northern Cross Vermont Trail
  - And many other trails and spurs



## TRAIL COURTESY

Yield to other user groups above your own as shown below

	WINTER		SUMMER
		<p>Keep to the right, single file in groups</p> <p>Respect other users regardless of sport, speed, or skill level</p> <p>Keep pets under control and on leash; clean up after your pet</p> <p>When approaching a horse, announce yourself by voice</p> <p>Travel at a safe and reasonable speed</p> <p>Respect all landowners along the trail</p>	
			
			
			
			







# Connecting Communities

- Several town plans propose improvements to create LVRT connections
- Some examples:
  - Revitalizing Danville train station as a Welcome Center
  - Wayfinding improvements (signs and info kiosks, destination and trail maps)
  - Bicycle and pedestrian improvements in village centers to provide connection with trail

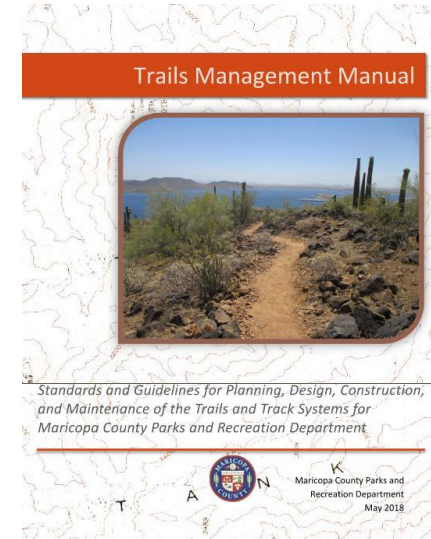
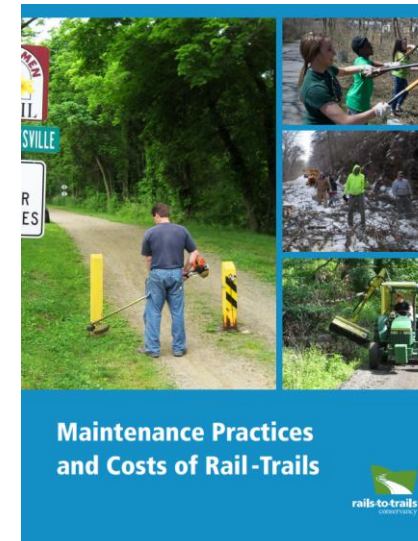




# Best Practices Scan

## ■ Management Plans

- Capital District Trails Plan
- Tahoe Rim Trail Management Plan
- Tobacco Heritage Trail
- Cuyahoga Valley National Park
- East Central Regional Rail Trail
- Maricopa County Trails
- VA Department of Conservation and Recreation Toolbox
- Rails to Trails Conservancy Toolbox







# Best Practices Scan

- Management
  - Policies and liabilities
  - Planning and budgeting
  - Surveys and counts
- Maintenance & Operations
  - Coordination at all levels
  - Roles and responsibilities
  - Routine and remedial maintenance
  - Scheduled condition assessment and maintenance tasks
  - Security and enforcement
- Economic Development
  - Community connections
  - Services and amenities
  - Align with local and regional planning initiatives



**Capital District Trails Plan**  
*Advancing a Vision for Connecting Communities*





# Recent Appropriations

- 2021 - Received allocation of \$2.8M + \$11.3M Federal match
- 2022 - Pending congressionally directed spending request of \$2M



# Management Plan Overview







# LVRT Management Plan

- Existing VAST Management Plan adopted in 2016
- Management responsibilities shifting from VAST to VTrans on July 1, 2022
- Plan needed to:
  - describe a cohesive vision for the completed trail
  - identify long-range strategies for the management, maintenance, and operations of the trail
  - support opportunities for community economic development efforts along the LVRT



# LVRT Management Plan

- The LVRT Management Plan will:
  - Articulate a comprehensive vision for trail
  - Identify ways to:
    - Improve user experience
    - Provide connections to existing and planned facilities
    - Connect to communities
    - Offer range of transportation and recreation options
    - Spur or complement economic development efforts
  - Establish a long-range strategy to manage, maintain, operate, and enhance the trail
  - Provide a model Management Plan framework for the management of other rail trails in Vermont



# Public Engagement

Gather input from the community and stakeholders to:

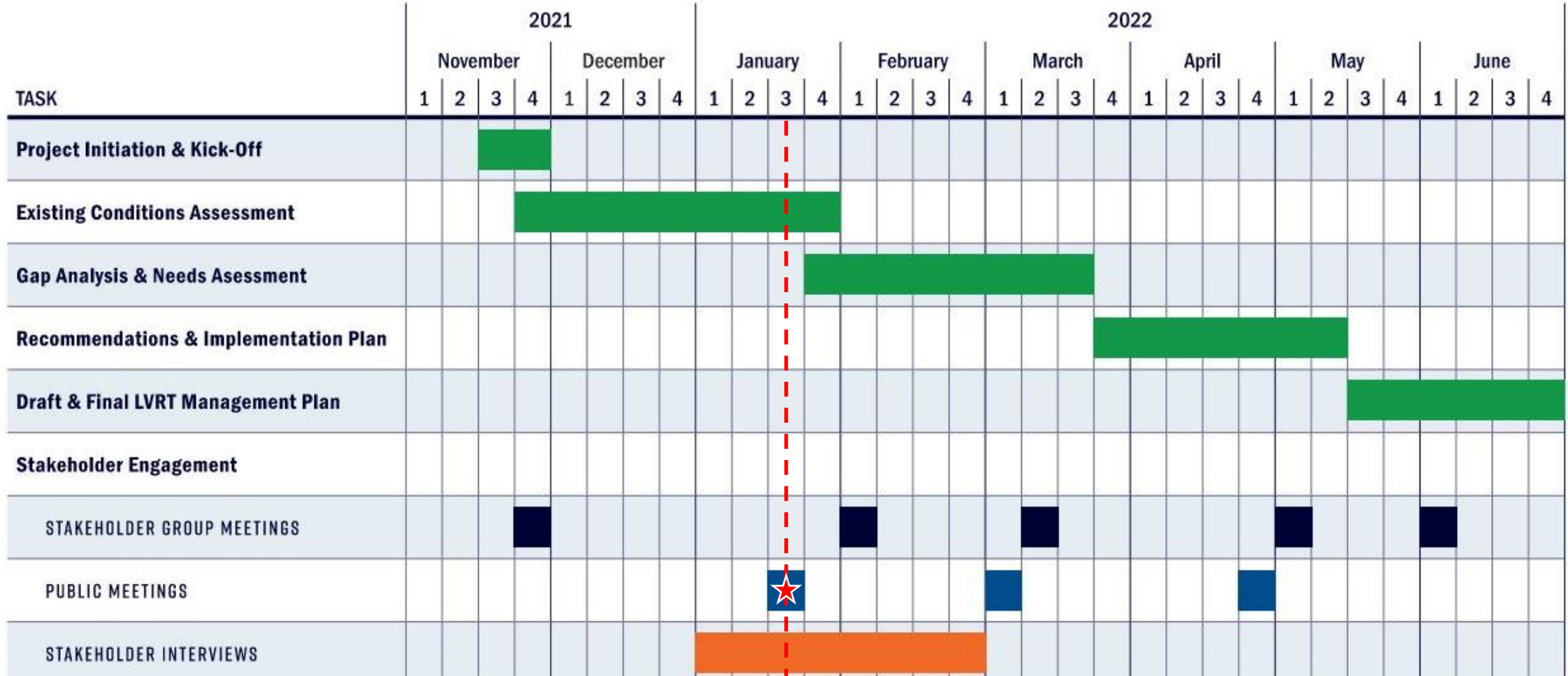
- Define grassroots vision for corridor
- Guide development of the management plan:
  - Identify issues and opportunities for trail improvements
  - How can connections between communities and trail be improved?
  - What places along trail should be highlighted?
  - What are the economic development opportunities?

Gather input via:

- Public meetings
- Stakeholder interviews
- Website
- Crowdsourcing Mapping Tool
- Social Media



# Process & Schedule





# Public Input





# Vision & Goals

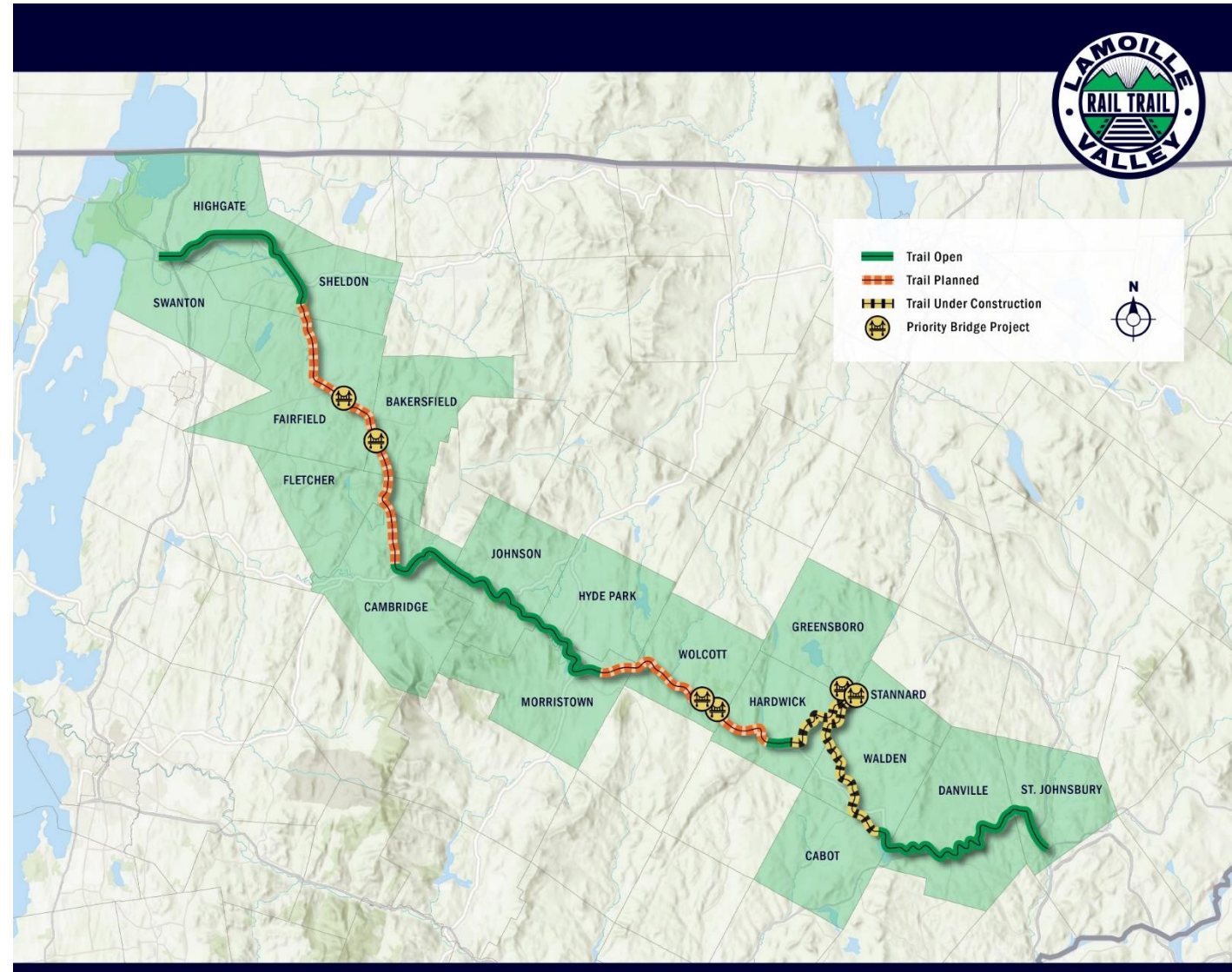
From the VAST Management Plan (2016):

- “...to produce and maintain a premier year-round multi-use recreation and alternative transportation facility that will have national and international recognition as one of the finest Rail-Trails in the US and Canada. We envision a rural alternative transportation facility that will allow all users to enjoy the natural, scenic Vermont landscape to its fullest...”



# Vision & Goals

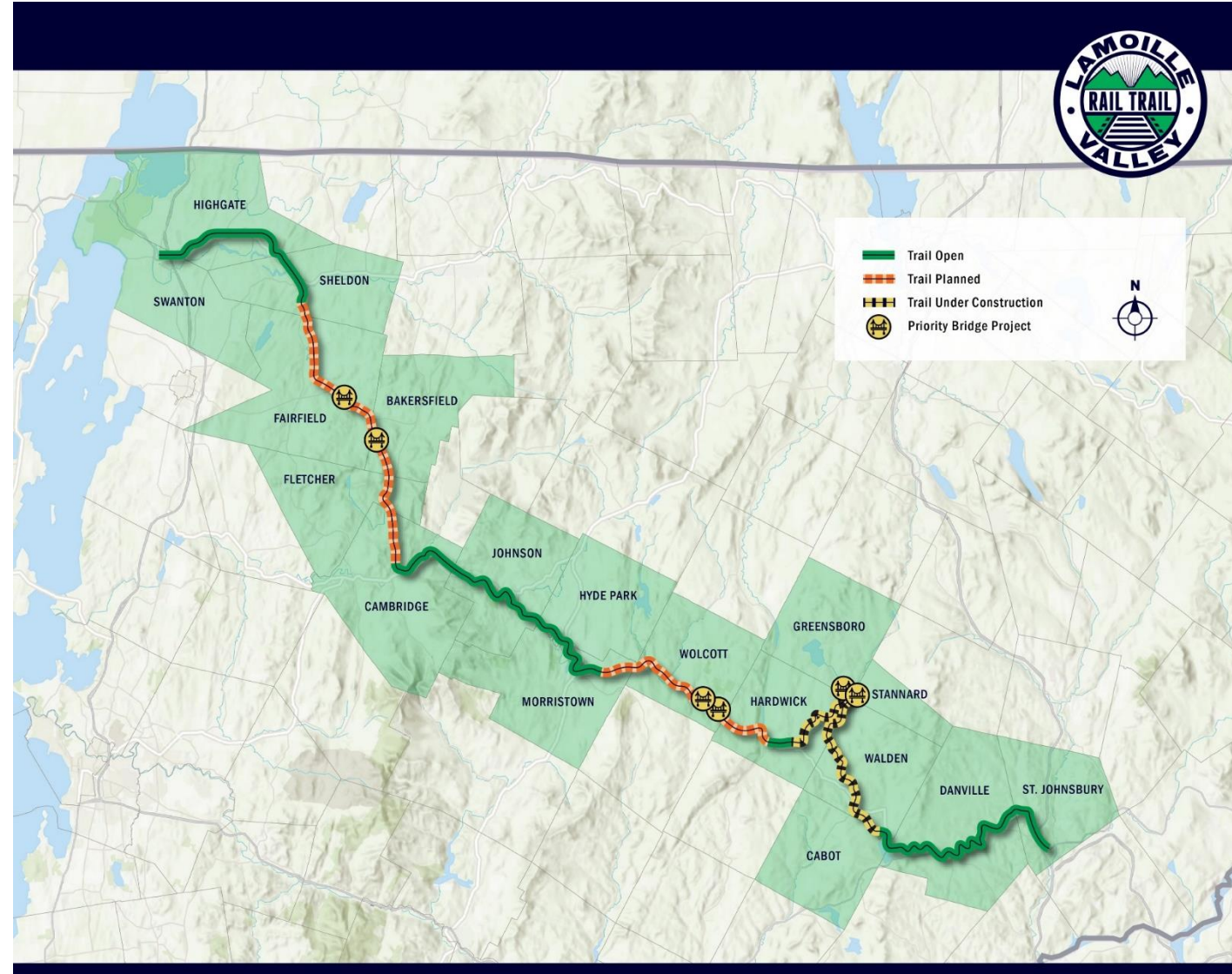
- What is **one key word** or **phrase** that comes to mind when you think about the completed LVRT?





# Issues & Opportunities

- What *issues* do you experience on the existing LVRT segments?
- What *issues* do you anticipate when the trail is complete?

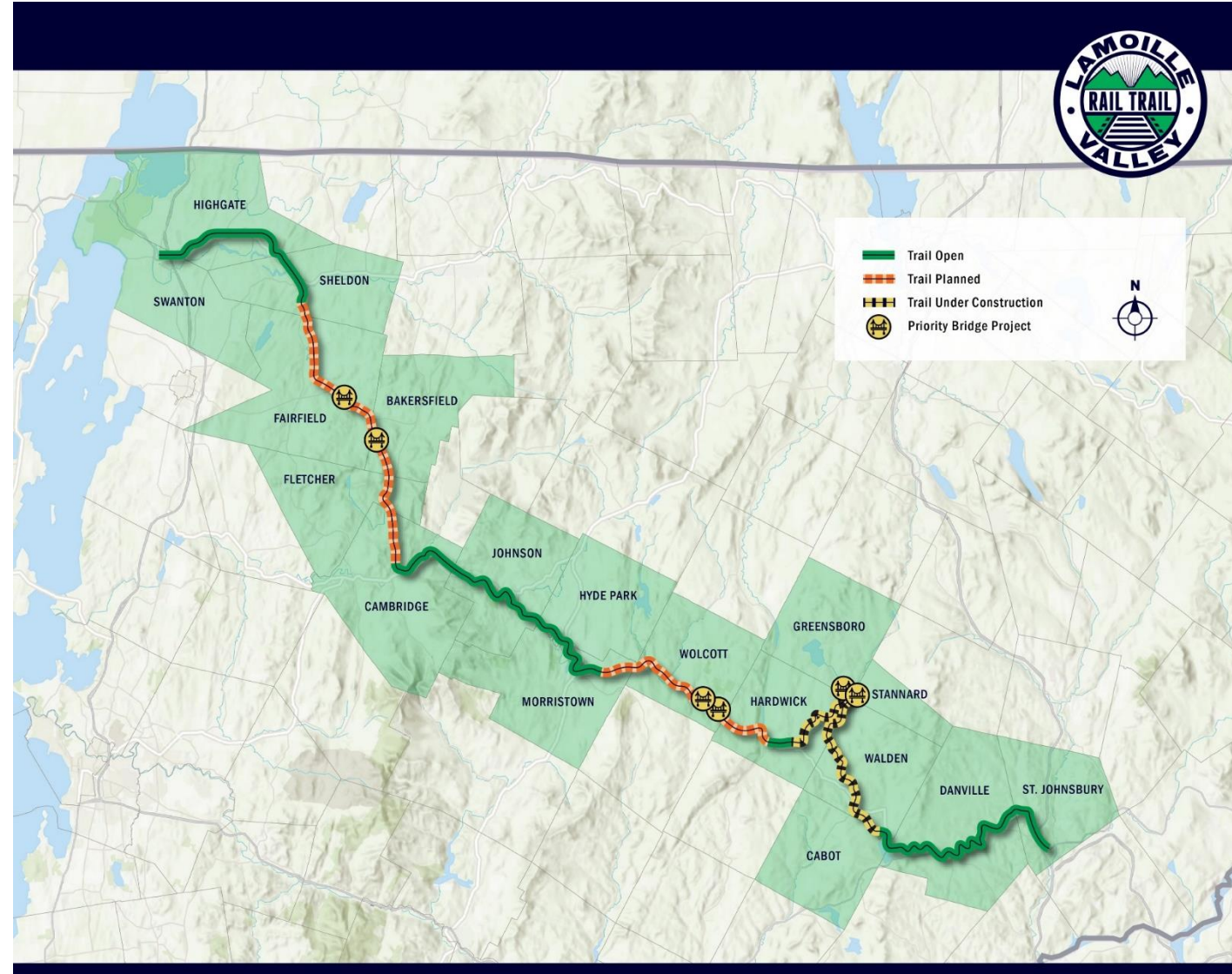






# Issues & Opportunities

- What *opportunities* do you see for the LVRT?





# Crowdsource Input Tool

- Do you have specific places or ideas in mind?
- Please provide feedback via the mapping tool!

LVRT Issues & Opportunities Feedback

Karen Sentoff ▼ ?

LVRT Comments

**+ Add Comment**

Cool Playground!	4 ♥
Add signage to brewery	1 ♥
Add signage for Cambridge Greenway	0 ♥
Informal Parking- Approx. 6 spots	0 ♥
Formal Parking- Approx 50 spots	0 ♥
Public Bicycle Repair Station	0 ♥



# Provide Input & Stay Informed

## Lamoille Valley Rail Trail

VTrans Homepage

LVRT.org

Construction

News & Updates

About the Project

Schedule

Multimedia

Document Library

Contact Us

## LVRT Management Plan

About the Project

Schedule

Document Library

Public Input



**LVRT**  
**PROJECT**

## LAMOILLE VALLEY RAIL TRAIL (LVRT)

### Introduction

The Lamoille Valley Rail Trail (LVRT) is a four-season, multi-purpose recreation and transportation corridor across northern Vermont following the former 93-mile Lamoille Valley Railroad (LVRR) rail line from St. Johnsbury to Swanton. The trail extends across five counties connecting 18 towns including St. Johnsbury, Danville, Cabot, Walden, Stannard, Greensboro, Hardwick, Wolcott, Morristown, Hyde Park, Johnson, Cambridge, Fletcher, Bakersfield, Fairfield, Sheldon, Highgate, and Swanton. Once complete, the LVRT will provide an important link between several significant recreational trails in Vermont and Canada, including connections to the VAST snowmobile trail network, the Long Trail, the Missisquoi Valley Rail Trail, the Three Rivers Path, and the Cambridge Greenway.

The trail has a 10-foot-wide firm compacted crushed stone surface with 2-foot grass shoulders and wheelchair-accessible grades. The trail is open year-round to non-motorized uses. In the warmer months, the trail can be utilized for walking, jogging, hiking, cycling, and horseback riding. Local snowmobile clubs maintain and groom the trail through winter, allowing for snowshoeing, Nordic skiing, snowmobiling, and dog sledding. Additional recreational opportunities can be found along the trail at designated fish and wildlife waysides. Trail parking is

### Stay Informed

To sign up for the LVRT Project Mail List [Click Here!](#)

### Contact Us

Jenn Conley  
Public Information Consultant  
802.345.2321  
[jconley@vhb.com](mailto:jconley@vhb.com)

### LVRT Alerts

LVRT Management Plan Public Meeting January 25th at 6:30PM. Click [here](#) for details.

<https://vtrans.vermont.gov/lvrt>







# Next Steps





# Next Steps

- Wrap up **Existing Conditions** | January
- Conduct **Stakeholder Interviews** | February
- **Gap Analysis & Needs Assessment** | March
- ***Public Meeting*** | March
- ***Public Meeting*** | April
- **Recommendations & Implementation Plan** | May
- **Final Management Plan** | June







# Keep in touch!

Amy Bell, VTrans Project Manager

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Karen Sentoff, VHB

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<https://vtrans.vermont.gov/lvrt>